Conditions

- Erosion control measures, such as silt fences, hay bales, etc., will be placed along the perimeter of the work zone to control erosion which may result during construction consistent with applicable Town of Skykomish and King County erosion control requirements.

- Modern, well-maintained equipment will be used for the proposed construction to mitigate vehicle emissions. Dust/odor control measures will be implemented as necessary, such as periodic watering along construction traffic areas or use of mechanical devices.

- Temporary erosion controls will be used to contain any runoff within the two project work zones (West River road and the railyard). The existing stormwater catch basins on West River Road and the railyard will be temporarily plugged or relocated to outside the work zones so that soil/spoil runoff will not be discharged into catch basins which might drain to the Skykomish River. Stormwater outside either of the work zones either infiltrates or runs off. Oil-absorbent booms will continue to be used to intercept and contain the existing oily seeps when water levels in the river are low. Removal of oil that collects behind booms using a vacuum tank may also be implemented during extremely low river stage conditions.

- Replanting, restoration or landscaping will be performed in the event the school yard or private residences' lawns are disturbed.

- Oil recovery pumps will be maintained in good working order and operated using a timer.

- In the event that the septic systems malfunction or local flooding occurs under normal climatic conditions, additional groundwater gauging will be performed to collect data for groundwater level evaluation. If results of the evaluation indicate that the barrier wall causes the excessively higher water table, measures will be taken to control/remedy the situations. Temporary septic system pumping will be performed to allow the continuing use of the septic system. Existing wells could easily be converted to pumping wells or additional pumping wells could be installed on the upgradient of the barrier wall to lower the water table to restore the water table to pre-construction levels, or the barrier wall could be perforated and a different LNAPL remedy installed.

- All persons working on this proposal inside the areas of existing contamination will be trained, monitored and equipped according to the applicable worker health and safety requirements of the state and federal agencies such as OSHA and WISHA.

- All construction activities will be performed during the working hours determined through public input, and will be limited to daylight hours. Community will be notified regarding the operational hours prior to the commencement of work. All activities will meet applicable noise criteria in WAC 173-60.

- Any additional drum storage shelters will be painted a neutral color to match the existing shelters and properly maintained. Shelters will be constructed consistent

with the Town and Historical Design Review Board standards for such shelters whether in the right-of-way or on BNSF property at the railyard.

- No adverse impacts to historic or cultural resources are expected as a result of this proposal. The construction work zones will be limited to the West River Road right-of-way limits and the railyard. Potential impacts to buildings due to the vibrations of construction equipment and vehicles will be closely monitored by conducting topographic survey of structures and videotaping of structures before and after construction. Plans for any additional drum shelters will be submitted for review to the Town Design Review Board to ensure design consistency. The contractor will have a contingency plan in place to address potential grout or slurry loss to the river. Since construction is scheduled for summer to early fall when river levels are at their lowest, it is likely that oil absorbent booms will be maintained in the river during the construction period. However, since the grout or slurry mix is denser than water, if grout/slurry loss to the river were to occur, siltation may be visible and the grout would not float. Rather, the grout/slurry would lay on the river bottom and could be removed if necessary.